

Green Light

Published Monthly by the
Denver & Rio Grande Western Railroad
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Green Light

May, 1971

Vol. 32 No. 2

D. J. Davidson, Editor

Member

Association of Railroad Editors, International Association of Business Communicators and Colorado Industrial Press Association

Correspondents

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Western Railroad

Tragedy at Eden



Tragedy at Eden
by Dow Helmers
1930 Greenwood St.
Pueblo, Colo. 81003
\$6.95

An accounting of the catastrophic events that occurred on the night of August 7, 1904, at Bridge 110-B, near Eden, Colorado, eight miles north of Pueblo.

Dow Helmer has done considerable research in putting together the gripping story of the tragedy at Eden, often referred to as the "Eden Wreck."

The chronicle of events on that rainy night will keep the reader engrossed from cover to cover. For those who enjoy reading of tragedies, this should satisfy the reader.

The first edition has a hard-bound cover and will be limited to 1,000 copies, numbered and signed by the author. Copies may be purchased from the author at the above address, or from The Swallow Press, Inc., 1139 S. Wabash Ave., Chicago, Ill. 60605.

On the Cover

The Silverton Train is skirting the Animas River on its Journey to Yesterday between Durango and Silverton. The 90-mile round trip is ideal for vacationers where no roads exist. Indications are this will be a banner year for the little narrow gauge train and its old-time coaches with reservations running well ahead of last year.

Press Elects President

Honors were bestowed on the Rio Grande when David J. Davidson, editor of the *Green Light*, was elected president of the Colorado Industrial Press Association for the ensuing year at their May meeting. He has been with the Rio Grande since 1942.

The CIPA is a group of editors and business communicators in the industrial field in Colorado and is associated with the Industrial Association of Business Communicators, a national organization of editors.

Davidson also is a member of the Association of Railroad Editors, an international organization.

"Communication plays an important part in the industrial field and a well-informed employee knows what the company is doing, what it plans to do and what is expected of him in helping to accomplish the desired goal," Davidson says.

Taxes! Taxes! Taxes!

The Rio Grande is faced with much of the same problems as individuals in trying to squeeze more taxes out of their earnings.

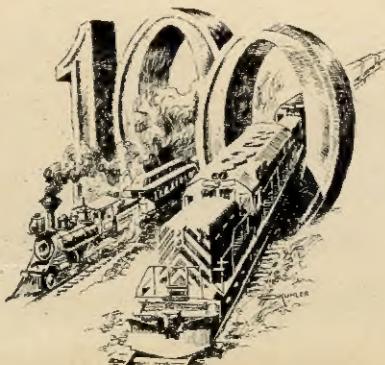
During 1970 the Rio Grande paid over \$4-million in property taxes to the states of Colorado, New Mexico and Utah. This represents an increase of nearly \$95-thousand over the previous year.

The \$4,058,802.03 in taxes paid are broken down by states in this order: Colorado \$2,554,464.81; New Mexico \$19,297.68; and Utah \$1,485,039.54. Of the total amount \$2,946,973.12 went for schools; \$102,001.15 for public roads; \$868,915.35 for county purposes; \$135,938.04 for cities and towns; and \$4,974.37 for state purposes.

In addition the railroad paid \$3,232.02 Moffat Tunnel tax and \$204,916.67 in rental of the Moffat Tunnel.

Some of the taxes paid by the Rio Grande are used to finance other forms of transportation which is in direct competition with the railroad.

As a result of the two states, Colorado and New Mexico, purchasing the narrow gauge line between Antonito, Colo. and Chama, N. M., all operations in New Mexico ceased. The line from Antonito to Farmington was authorized for abandonment in 1970 and was dismantled from Chama to Farmington, New Mexico.



R G I Acquires Arrow's Stock

Rio Grande Industries, Inc. announced on April 27 the completion of a transaction, announced in the April *Green Light* as an agreement in principle, in which Rio Grande Industries has acquired all of the stock of Arrow Development Co. of Mountain View, Calif.

Arrow Development Co. is engaged in designing, engineering, manufacturing and installing fixed-place rides and personal transit systems such as monorails and tram trains for amusement parks and other oriented attractions. Arrow will operate with its management, as a wholly owned subsidiary of RGI.

Rio Grande Industries, based in Denver, Colo., is the owner of The Denver and Rio Grande Western Railroad Company; Leavell Development Company, a real estate development firm; Computer Sharing Services, a computer time-sharing business; and Rio Grande Motor Way, Inc., an interstate truck line.

National Transportation Week May 16-22

The week of May 16 through May 22 has been designated by President Nixon as National Transportation Week and May 21 as National Defense Transportation Day.

The President said that as a nation we are now entering a new era, an era where sophisticated techniques and growing sensitivities are leading us to a more natural and rational way of getting about.

RGI Earnings Are Up

For the first quarter ending March 31, the gross revenues for Rio Grande Industries, Inc. were \$29,290,000. Net income was \$2,525,000. This compares with the first quarter revenues of \$26,432,000 and net income of \$2,143,000 for 1970. This reflects Rio Grande Industries' 100 percent ownership of The Rio Grande Railroad and acquisition of Leavell Development Co. on pooling of interest basis.

Although management expects a record year if there is no prolonged steel strike, full year earnings are not expected to maintain the high rate of increase shown in the first quarter.

Earnings in the first three months of 1970 were somewhat below average, while first quarter earnings this year were influenced by heavier than usual steel shipments. Also, previously granted wage increases will become effective in the second and fourth quarters of 1971.

Vet's Convention

To Be Held at Grand Junction

Sept. 18-19

Railpax/Amtrak and the Rio Grande Railroad

What are the facts regarding the Rio Grande Railroad and Amtrak, the National Railroad Passenger Corp., formerly Railpax?

In reviewing statements made by the press, radio, television and members of Congress, many facts were overlooked. To set the record straight, it is necessary to review what transpired between Rio Grande and Amtrak officials.

Under procedures established by the Rail Passenger Service Act of 1970, the Rio Grande requested a contract from the National Railroad Passenger Corp. on April 7, which was received on April 19. Prior to receipt of the contract, the Rio Grande had learned that its Denver-Salt Lake City mainline had been designated as a segment of Amtrak's published timetable, "Nationwide Schedules of Intercity Passenger Service."

On April 21, the Rio Grande sent to Amtrak a contract that agreed to the operation of the train as specified by Amtrak, but with modifications of the contract wherein the Rio Grande would not be subject to certain long-term future restrictions, demands, and control by Amtrak that could unduly disrupt competitive freight schedules.

Officials of Amtrak and the Rio Grande Railroad met in Washington, D. C., on April 26 in what was described as a cordial discussion of Rio Grande's position. When Amtrak insisted upon the "control" provisions which it had imposed upon other railroads that had signed the blanket contract, the Rio Grande declined, at the same time declaring its readiness and willingness to operate the Amtrak train on the specified schedule.

Unwilling to accept the modified contract, Amtrak promptly announced the change of its route west of Denver from Rio Grande rails to Union Pacific via Cheyenne and Ogden.

When Amtrak announced its decision to delete the Rio Grande from the Chicago to San Francisco routing, G. B. Aydelott, Rio Grande president, said, "I regret Amtrak's reluctance to accept any modification of its proposed contract for operating its cross-country passenger train over Rio Grande's Denver-Salt Lake City route. The few changes we had suggested would have accomplished what Amtrak wished in the train's schedule and service without raising the possibility of impediments to Rio Grande's future operation and competitive ability.

"It appears quite certain that Rio Grande will continue to operate its thrice-weekly Rio Grande Zephyr between Denver and Salt Lake City as it is running now, and as Amtrak proposed to continue it," he continued.

"Thus Colorado has the prospect of having three remaining passenger trains instead of the two that were an-

ticipated under Amtrak. The route through Denver and Cheyenne to Utah will serve as a link between two sister state capitals that have enjoyed generations of mutual interest. At the same time the Rio Grande Zephyr will provide the scenic rail travel opportunities that so many have acclaimed over the years, and the Santa Fe route through La Junta and Trinidad will give Colorado another transcontinental route under Amtrak," Aydelott concluded.

The Rio Grande Zephyr will continue to operate and officials have announced that the train's schedule will be adjusted to improve convenience and travel pleasure over the scenic route.

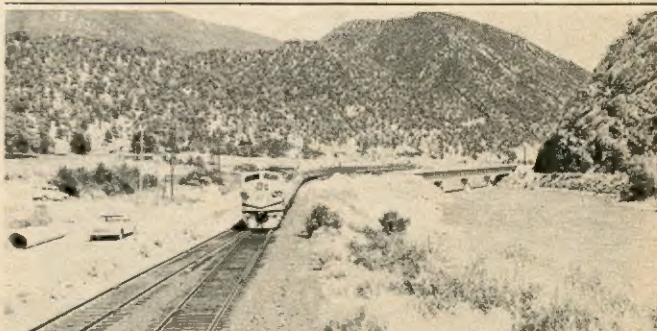
Amtrak is required to operate its basic system until July 1, 1973, when it is supposed to drop any unprofitable trains and adjust its operations on the basis of its first two years' experience.

Rio Grande and other railroads excluded from Amtrak will have the opportunity at that time to apply for participation.

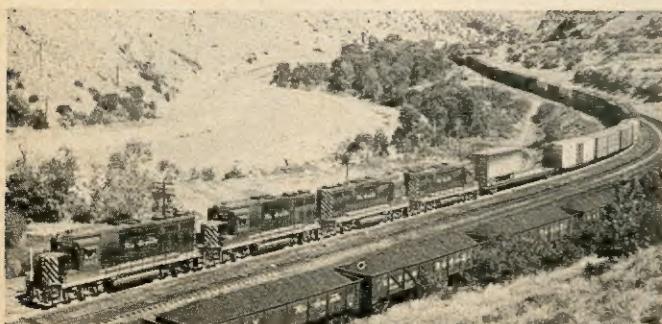
R G Zephyr's New Schedule

A new schedule has been released by the Passenger Dept. for the operation of Train 17 and 18, the Rio Grande Zephyr, which went into effect May 6, 1971.

Westbound	Eastbound
(Read Down)	(Read Up)
Monday	Tuesday
Thursday	Friday
Saturday	Sunday
7:30 AM	Denver 11:00 PM
10:05	Granby 8:35
11:30	Bond 7:00
12:25 PM	Dolsero 6:00
1:05	Glenwood 5:25
1:40	Rifle 4:50
3:05 PM	Grand Junction 3:30 PM
3:20 PM	Grand Junction 3:15 PM
4:40	Thompson 1:55
6:15	Price 12:20
6:30	Helper 12:05 PM
8:30	Provo 9:55
9:30 PM	Salt Lake 9:00 AM
9:40 PM	Salt Lake 8:40 AM
10:40 PM	Ogden 7:40 AM
Arrive	Leave
Monday	Tuesday
Thursday	Friday
Saturday	Sunday



THE CALIFORNIA ZEPHYR approaches Chacra in this 1967 photo. Many changes have taken place since then. A new line change moved the rails to the other side of the Colorado River where the bridge can be seen. Amtrak now runs the through train via Wyoming. The train now is called the Rio Grande Zephyr, a first-class train with diner that runs between Denver and Salt Lake City.



A WESTBOUND FREIGHT with four GP-30 units on the head end have just left Helper, Utah. The train will proceed through Helper Canyon, over Solider Summit on its way to Salt Lake City.

Rio Grande Earns Safety Award

An Award of Merit was issued to the Rio Grande Railroad by the National Safety Council for "Noteworthy Safety Performance" during 1970.



AWARD OF MERIT was earned for its safety performance in 1970.

To achieve the award it was necessary to improve the injury rate for 1970 by 28 percent better than par injury rate. Rio Grande employees were able to show a 33 percent better than par.

The National Safety Council in making the award said, "If your organization has won either the NSC Award of Honor or the NSC Award of Merit you can be justifiably proud of the fact. These awards are among the highest recognition for safety achievement that an organization can earn."

In addition to the above award, the Rio Grande was presented with a Certificate of Commendation which was presented to the Dining Car and Hotel Dept. for having no disabling injuries for 172,561 man hours worked from May 22, 1969 through Dec. 31, 1970.

A President's Letter was presented to the Store Dept. from the National Safety Council for having no disabling injuries in 99,003 man hours worked from June 5, 1969 through Dec. 31, 1970.

Safety awareness by supervisors and employees has made the achievements possible. Congratulations to all.

Sixth Unit Train Moves on Rio Grande Rails

Inaugurating a unit train for delivery of coking coal on a year-round basis began in May by the Colorado Fuel & Iron Corporation, the Rio Grande Railroad and the Colorado & Wyoming Railroad from CF&I's Allen Mine to its steel plant at Pueblo, a distance of 121 miles.

Two new 40-car trains, each of 4,000 tons capacity, will operate on a train-a-day schedule between the mine, southwest of Trinidad, and the Pueblo plant. The annual haul will be between 900,000 and 1,300,000 tons.

New handling facilities at the mine will permit rapid loading of the unit train. Concrete silo-type storage structures, 186 feet high and fed by conveyor belts directly from the mine, will hold up to 24,000 tons of coal.

In loading, the train will move by controlled speed through a tunnel in the silo's base as the coal pours through chutes from the storage supply above. The entire loading operation will require only one hour per train.

When loaded, C&W locomotives will take the train 27 miles to Jansen where it will be taken over for the three hour-plus run to Pueblo by Rio Grande power that had arrived at Jansen with an empty unit train from the steel-works. C&W locomotives will haul the empty train to the mine for loading the following day in continuation of the cycle.

CF&I is constructing automated electronic facilities at the Pueblo plant capable of unloading the cars at a rate of 1,200 tons of coal an hour. From dumping pits, the coal will be conveyed to 24,000-ton storage silos from which the coal will be delivered to the coke ovens as needed.

The C&W Railroad will have 85 rapid-discharge, 100-ton capacity hopper cars, providing five standbys to substitute for cars undergoing maintenance and thus assure a full 40-car consist for each train.

This is the sixth unit train put in operation on Rio Grande rails since March, 1968. Other unit trains serve the Geneva Steel Works in Utah, Kaiser Steel Plant at Fontana, Calif., and to Los Angeles Harbor, Calif. for export to Japan.

New Program Is Organized



LEE V. ROHDE, fireman, center, is shown receiving a diploma under a newly organized program promoting firemen to locomotive engineers and trainmen to conductors. Sam A. Dougherty, road foreman of equipment, left, is making the presentation at North Yard. Robert F. Crane, road foreman of equipment, was also on hand to offer congratulations for a job well done in setting the pace for future locomotive engineers and conductors.

CLARENCE LENNIG, vice president-Traffic, right, is presenting the Certificate of Commendation to Frank Long, passenger traffic manager, left, and Leonard Bernstein, superintendent, DC&H Dept from the National Safety Council.

Al!!!!!! Abooooard!!! For an 1882 Adventure



A BLAST FROM THE WHISTLE, a hiss of steam, suddenly, aboard the last of the legendary steam trains, you're in another century, ready to relive the frontier days of railroading in the Rockies.

With the chuff-chuff of the locomotive and the clickety-clack of the wheels you're quickly out of the station and on your way to a wilderness only rails can reach. From the window of your gently rocking coach or your open air gondola car you can see a wonderland of towering peaks and pines, steep canyons and gorges, plunging waterfalls and rushing streams.

As the train rolls on through the two million-acre San Juan National Forest, you feel a thrill, a special pride as you realize you're part-owner of this priceless preserve! Look deep among its trees. Was that a deer or elk you startled? Woodlands here are home to more than 70 kinds of animals, from pert chipmunks to bear and mountain lion. Naturalists count 140 species of wild grass, 300 different flowering plants, including the glacier blue columbine, Colorado's state flower. Here are the remnants of old mining camps that saw their share of fortune and failures. There, the stage coach stopped. The rocks in the valley are 90 million to 230 million years old!

You're traveling where tracks were first laid in 1882 in an incredible nine months and five days when crews labored even in the howling blizzards of a high-country winter to bring the train through. It is estimated that over \$300 million in precious metals rode this route!

Arriving at Silverton, you have time for a leisurely lunch, shopping, and a stroll around town before returning to Durango and Rio Grande-land, exciting in themselves.

Down by the station is the General Palmer House, that motor hotel that combines such modern features as air-conditioning and TV with the charm of mid-Victorian decor. A few steps away is The Grand Palace, a beautiful new restaurant themed to The Gilded Age with the relaxing Prospector Lounge for sparkling refreshment. Fascinating souvenirs may be taken home from the nearby Emporium.

The Silverton Train will operate on a daily schedule during the 1971 season, from Saturday, May 29, through Sunday, October 3. Round trip fares are \$8.00 for adults



A MOTOR CAR precedes and follows each train. The three private rail cars, the Nomad, far left, Cinco Animas and the General William J. Palmer, seen behind the motor car, may be chartered for special groups.



GO ONE WAY, RETURN ANOTHER is an alternative for the tourist. Many go by train to Silverton and return by San Juan tour bus over the Million-Dollar Highway, or by bus to Silverton and return by train. In either case, reservations must be made in advance.

and children over 12; children ages 5 through 11, \$5.00; no charge for children under 5 not occupying a seat.

Reservations must be made in advance to assure a seat on the day desired.

For reservations, write to Agent, Rio Grande Railroad, Durango, Colo. 81301; or Passenger Agent, Rio Grande Railroad, P. O. Box 5482, Denver, Colo. 80217.

Al!!!!!! Abooooard!

Let's Get Acquainted With Durango

The roving lens of the *Green Light* camera focuses on some of the employees in the Durango area who help to make the Silverton Train the famed tourist attraction that it is and the successful seasons it has enjoyed.

The steam locomotive, a mode of power in the opera-

tion of trains of yesteryear, are few and far between. Many visiting the Durango area see a steam locomotive for the first time. The busy clicking of the camera and pacing the train as it leaves Durango is a common sight.

The photos appearing were taken during the 1970 tourist season.



AMOS CORDOVA, agent at Durango, is a master statesman in keeping the tourist happy during the summer season.



NIKKI MORRISSEY, clerk, adds a little beauty to the Durango depot.



JACK RENTFROW, trainmaster-roadmaster, is proud of the part he plays in the operation of the Silverton Train.



"ALL ABOARD," H. W. "Blackie" Blackstone, conductor, gives the call for the Journey to Yesterday.



A. C. WOODWARD is one of the trainmen.



ANDY PAYNE, engineer, looks back over his train for the highball signal from the conductor.



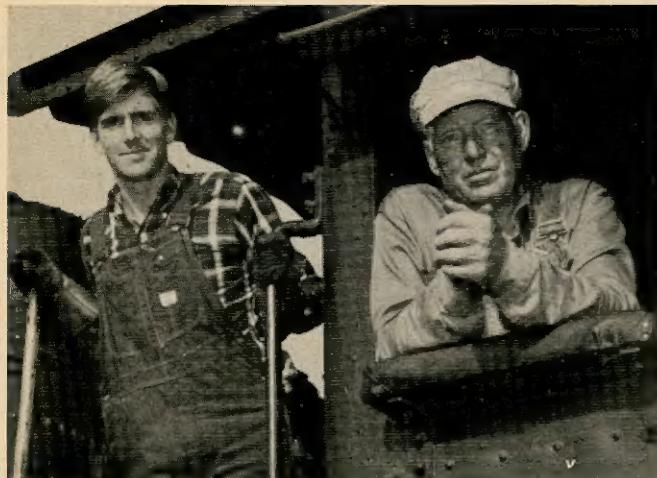
LARRY SHAWCROFT, fireman, keeps the steam pressure up on the locomotive.



BENNIE FANTO keeps the cars inside spick and span.



BERNARD CANDALARIA, machinist, works behind the scenes in keeping the equipment ship-shape.



READY FOR THE HIGHBALL is H. W. Conner, engineer on the right, and his fireman, Robin Yates.



READY FOR THE DAY'S RUN to Silverton, from left, are John Nolan, brakeman; Dennis Cummins, conductor; and Jim Mayer, brakeman.



B. E. "DICK" ARCHULETTA, track patrolman, precedes the train to Silverton and return.



DON GIBBS looks the part and is a fireman on the narrow gauge locomotive.



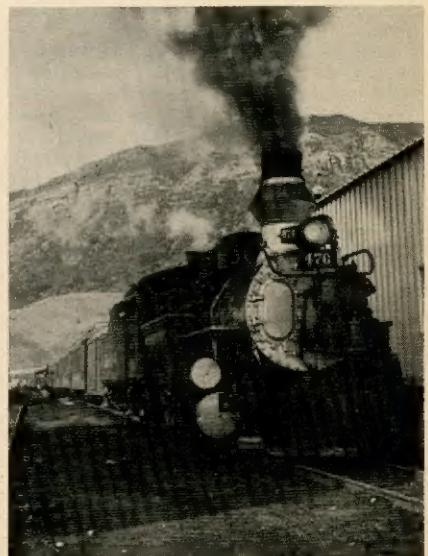
BOB HAMM is an engine watchman at Durango.



BUD SCHAAF is a trainman on the Silverton run.



ORVILLE STEVENS, from Westminster, Colo., is a satisfied customer, having made reservations in advance. Amos Cordova is issuing the ticket.



A FAMILIAR SIGHT during the summer months is the culmination of the efforts of all at Durango, the daily running of the Silverton Train.

Rail CHATTER on the *Grande*

Salida Comments

By Maribee*

John Curtis, Pueblo brakeman, received two gifts for his birthday. A grandson was born to his son and daughter-in-law in California, the first male child in the Curtis family to arrive via Stork Express in 40 years and was named after Grandpa. Another daughter who also lives in California sent her father a large tackle box with sliding drawers. John, recently widowed, was advised the tackle box was extra large on purpose so he could take the cat fishing with him to help dispell the loneliness.

Doug Hall, brakeman, learned that snow machines aren't so tame when you tangle with unknown humps and bumps. He is back on the job after recuperating from a broken foot received in a snowmobile accident.

Brakeman Jay Butterfield's wife, Robin, presented him with a baby boy on April 21. He was named Jason Wiley. Jason's appearance made Fireman Robert and Mrs. Boblitz grandparents.

John Coster, retired carman, visited Salida recently and reported he and his wife are planning a three-week vacation in Mexico and California during the month of May.

Buried in a column of the *Canon City Record* were these interesting railroad bits:

"Gus Latham, who recently moved back to Canon City from Salida, is an old D&RGW railroader and rode the last narrow gauge passenger train out of Salida in 1940."

"Out at the Abbey they have the historic old desk that belonged to David Moffat, the old railroad mogul. Bernard Best has it in his room, but doesn't volunteer the information on how he obtained it."

Herbert Cole, retired engineer, and wife spent a month in California as guests of his brother, the Elmer Coles of San Jose, and his sister, the Al Becks of Palo Alto. Apple Valley, Monterey and Oakland were also places they visited with relatives and friends. The route home took them up the coastal highway and through the Redwoods.

There is good news from Leadville. ASARCO, who had closed the Arkansas Valley Smelter there in 1960 which had been operating since before the turn of the century, is back in business. The location and the business are different, but it is good news in the lead-zinc industry. Their 1971 venture is known as the Black Cloud Shaft where a mill is producing zinc and lead concentrates for shipment to Texas smelters.

It was a pleasure to meet the Crosser brothers of Alamosa who have been retired for some time. Couldn't help but admire their beautiful white hair. They reminisced of old-time railroad days.

A brother-in-law of the late Jack Selby, retired section foreman, stopped for a visit. He is a retired Navy man. Jack's son, Ralph, now lives in Leadville and works at Climax.

Harry Fitzpatrick of Grand Junction deserves a bouquet for keeping in daily touch with Doug. Madden in Denver's St. Joseph Hospital.

*Mary B. Cassidy

* * *

Conscience won't keep you from doing wrong, but it will keep you from enjoying it.

Colorado Division

By Anne Darling

Sincere sympathy is extended to John Barnes on the sudden death of his son, John, Jr. Also to Wes Henderson and wife in the passing of her father at Grand Junction.

Pleased to have K. A. "Jake" Jacobsen and Terry Eno back after being on the sick list last month.

North Yard

By Ken Jacobsen

Carmen apprentices working at North Yard at this time are Gerald Ross, Allen Rael and Pat Weaver. Rodger Yandell transferred from laborer to helper.

Congratulations to William King who recently wed Opal M. Hewett. They honeymooned on a farm in Oklahoma.

Bill McCall and wife, returning from an Arizona vacation, discovered they were grandparents for the eleventh time.

The son of Ken Jacobsen entered his truck in the Tri-state Auto Show at Denver and received honorable mention.

Sympathy is extended to Jim Saulino and family on the passing of his father.

60 Years of Wedded Bliss

George and Pauline Denman celebrated their 60th wedding anniversary on April 26. They were married at Salida in 1911 at the bride's home.

George retired from the Rio Grande on Jan. 1, 1959 as a locomotive engineer. He had 53 years of service at that time on the Grande.

The Denmans were blessed with a daughter and a son, six grandchildren and four great-grandchildren.

Congratulations and best wishes for many more years of health and happiness.

Grand Junction

By Ahmeda Flint

Grand Junction will host the State Convention of U.T.U. and its Ladies Auxiliary with the B of LF&E Ladies Society, opening with pre-registration the evening of Thursday, May 20, at City Center Motel. Meetings and social gatherings will continue through Saturday, May 22.

One of the nice things about student dispatchers is that they're young enough to talk about having birthdays, which is just what Bill Fitch did, resulting in some of the more brazen ones here asking for, and receiving, some of the delicious birthday cake baked by his mother, Mrs. Jim O'Neil, of Thompson.

Sincere condolences to the C. E. McEnanys on the sudden death of their grandson, Tommy Bullen, who was drowned in a boating accident at Hobbs, New Mexico. Tommy was a law student at Highlands University.

Best wishes for a speedy recovery and return to work to Darwin Lombardi who is scheduled for surgery at this writing. Stan Macoskey will fill in as night chief dispatcher during Darwin's absence. Hope Leland

Crutchfield, Rifle agent, doesn't have to be confined too long in Osteopathic Hospital at Grand Junction. Sorry to report that Mrs. Harry Bergman fell recently and has been quite miserable since, just from bruises, we hope. Happy to report Mrs. J. L. Wells, wife of the general agent, is feeling some better now.

Observing some of the pensioners: Fred and Holly Carson walking briskly down the street, both seeming to enjoy retirement; Mrs. Luther Parsons is again able to be out after her recent bout with surgery. Bill Farmer stops by occasionally to set his watch, he says. Frank Green keeps busy fishing and playing golf and looks very fit. The other Greens, George and Ione, seem to have a full calendar, presently making the rounds in Las Vegas. George says, "To get rid of some loose change!" The Tom McHughs have as a guest their granddaughter, Kim Townley, of Rapid City, S. D., who is a student, teaching in Grand Junction this term.

Engineer and Mrs. Rex Lombardi have been busy traveling to California and Alabama to attend the wedding of two daughters. Rex says he still has three more to go.

We have our share of green thumbs hereabouts. Bill Trackler, trainman, has plans for many fruit and vegetable crops again this season, especially mentioning experimenting with blueberries, which are quite rare in this area. He has the know-how and the energy, so, doubtless, will have his usual good harvest. Joe Mazza, trainman, is trying a new Blue Rose. It should be beautiful. Gerald Rees, dispatcher, is still trying to decide what all to plant.

All were saddened by the sudden death of T. O. Murphy, conductor, and extend sympathy to his family. Sincere condolences to the Wes Hendersons on the loss of Lucille's father. Burial was at Grand Junction, where he made his home.

The Harry Paulys have information that C. A. Wilson, retired conductor, is quite ill at Santa Barbara, Calif. Cards and letters would help pass the time for him. Anyone desiring to send a word by addressing him at Santa Barbara Cottage Hospital, X Central, Room 4501, Bath Street at Pueblo, Santa Barbara, Calif. 93105.

A. R. Daub and Cecil McSpadden, dispatchers, are vacationing during the month of May.

Colorado Springs

By Jim Kennedy

Al Horn, operator, wife and family journeyed to Salt Lake City. While there they renewed their wedding vows in the Mormon Tabernacle.

John Weaver, switch foreman, enjoyed two weeks' vacation visiting his son and family at Phoenix, Ariz.

Gilbert Allen, carman, is in the hospital, having had surgery on his arm. He is coming along fine and we wish him good luck and hope he gets well soon.

* * *

A traveling salesman is a man who wishes he had as much fun on the road as his wife thinks he does.

Rio Grande

From the White House

Management Information

By Bessie Strange

This month has been quiet with few vacations, but conversation is turned on when spring and yard work are mentioned. Then came a good snow and our good sportsman, George Koch, enjoyed a cold, snowy day on the ski slopes.

Pleased to welcome back Wayne Halliburton as messenger; Lorraine Towner from a lengthy sick leave, and Mary Newsome after surgery. It is good to see the three smiling faces again.

Car Service

By Manford Bauer

Ron and Julie Arrell announced the arrival of their second-born son, Ryan Dean, on April 28. Helping make the announcement was the beaming grandmother, Lydia H. Ackles.

Dr. L. Arthur Selby, Environmental Health Surveillance Center, University of Missouri, has recently co-authored several scholarship treatises on animal pathology. Dr. Selby, eldest son of Lloyd and Rosemary, has won biographical mention in Who's Who in the Midwest in recognition of his outstanding research in veterinary medicine.

Ralph C. Fowler, area governor of Toastmaster's International, has spoken several times in recent months before "The Progressors," a self-improvement group at the State Penitentiary at Canon City.

Airman Tim C. Bauer, USN, informed his parents recently that he had taken to skydiving as a new hobby. His parent's reaction, "That's for the BIRDS."

From the Top

By Irene Stevenson

'Tis the lull between the winter and summer activities. WORK seems to be the order of the day for everyone. As soon as we get our houses and yards in order, we'll have time for vacations and recreation.

Sympathy is extended to Norm and Don Maris whose father, Robert Maris, passed away.

Gene Schmeckpeper and his Scout Troop recently went on a two-day jaunt to Elbert. They weren't counting on the snowstorm which had preceded them, and had to scout among the snowdrifts to find places for the sleeping bags and blankets.

The jazzy necktie Dave Lippincott was wearing the other day was a prize he won at a card party. He won low prize.

System Freight Agency

By Charles Cutforth

Dave and Ethelmae Greear returned from their trip to Spain just bubbling from the excitement of visiting ancient castles and traveling through an unusually beautiful countryside. They found this a nation of great contrast—mostly very poor, some very rich and a few middle class. Some areas are quite modern, but most of the work is done by old-fashioned methods. Work that is done by machinery in the U. S. is done by pick and shovel in Spain. Water is so poor for drinking that wine is served on all occasions. Their only complaint was the shortness of time and they are already planning to go again.

Kenny and Rudy Davis are spending a very nice weekend breaking in their new Chevrolet. So far it will pass anything on the road except a service station.

Congratulations to Kay and Stu Stevens on the graduation of "Dusty" Stevens, their

Pomeranian, from obedience school. Even with all this first-class training, she still rules the household. Bill Benson's Deer Chihuahua, "Flipper," just proved she was a dropout from obedience school as she escaped from the yard but not the dog catcher. Cost Bill seven bucks to retrieve it.

Thought: When it comes to giving, many people stop at nothing.

Congratulations to Pat Kemble, cashier assistant, who became a grandmother on May 3. A son was born to her daughter, Kathie Cifelli, and hubby, weighing in over seven pounds. Mother and Grandma are all doing fine.

Traffic Dept.

By Bob Hulstrom

Congratulations to Dennis Pedersen who has been appointed assistant manager-Pricing; and to Dennis Cain who has stepped up to pricing analyst. Will Vorpagel has been assigned the duties of chief rate clerk.

Congratulations to Bill Easley, Traffic Dept. clerk at Grand Junction, who was selected as Elk-of-the-Year in that city for his many accomplishments with the club.

Harold Cash would like to thank all those in the General Offices who contributed over \$400 to the Cancer Society, a very worthy organization.

Personnel

Mary McEnany, one of 20 in her Junior Class at Colorado University, was tapped for membership in the Mortar Board, a national senior women's honor society. Congratulations, Mary!

Best wishes for an early recovery to Bert Herdman who recently underwent throat surgery. Herdman retired as director of Personnel in June, 1967.

Revenue Accounting

By Walter Brooks

Ed Davis and family traveled to Texas to see his parents by the way of Carlsbad and Santa Fe. It was a good time for a short vacation.

Bob Lovett spent most of his vacation enjoying a new home doing what comes naturally in a new place.

Ralph Brown and family finally conceded spring is here and put away the snowmobile and limbered up the lawn mower.

A cool vacation in Phoenix was the lure for Bill McFarland. He had a good time. A two-week vacation over Easter in Kansas was the travel plans for Curt Harris. Many others were on vacation this past month, among them Bob Hale, Pete Peterson, Sandy McGregor and yours truly.

Best wishes to Ben Klodt for an early recovery after undergoing surgery.

Engineering Dept.

By Jeanne Gustafson

Condolences to Don Maris and family in the recent loss of his father, Robert. He would have been 90 years old on June 4.

Congratulations to the Charles Burroughs on the birth of their third son, David Allen. The Engineering family seems to be increasing by leaps and bounds. Delighted to have a visit from Mrs. Eason with new daughter, Michelle, who is a honey. Hope Mrs. Burroughs will bring little David in when he is in the mood to visit.

Happy to report that Mrs. George Thurston is recuperating nicely at home following surgery.

Mrs. Clarence Froid and her sister, Mrs. J. L. Mooney of Salt Lake City, recently visited another sister at Wellington, Kansas. They arrived in Kansas safely and on time, but Martha's baggage did not, so she had the unique experience of sharing her sister's garments for three days. Just like childhood days when you dressed in each other's clothes, Martha?

Burnham Notes

Lab and Store Depts.

By Bill Moeller

Tom Donohue, lab assistant, is fit as a fiddle in returning to work after surgery. Welcome back, Tom!

Ronald Schilp had surgery and is getting along fine. Best of luck, Ron.

Joe Atencio visited Las Vegas and the slot machines. He rode the train and had a very nice vacation.

Diesel Shop

By Elmer Schaefer

The Glenn McGahas motored to Ogallala, Neb. While there they checked on the fishing at Lake McConaughy. Darry and Lucy Tarullo had the honor of entertaining their new grandchildren while son, Daryl, and wife were vacationing here.

The J. R. Sneads and the K. C. Flansburgs are getting their trucks in shape and campers loaded for a busy fishing season.

Pleased to see E. E. Johnson, Jay Chapman and D. E. Roemer back to work after being in the hospital.

The Ben Dickersons are the proud grandparents of a boy, Kyle, born April 21 to Rev. and Mrs. Ben Dickerson, II.

Three couples, the Al Brozovichs, the Frank Wolfs and the Al Wolfs, recently spent four days at Las Vegas, enjoying the entertainment. They reported a fun trip and good luck was had by all.

Congratulations to Mr. and Mrs. C. C. Green on their golden wedding anniversary. A surprise dinner party was held in their honor at the Tiffin Inn.

Victor Stepsay flew to Chicago to attend the Sheet Metal Workers conference.

Ben Fox and wife are the proud parents of a boy, Jack Benjamin. Congratulations!

Ron Coleman, grandson of Harold Gunther, won a trophy in the Decathlon Events at Flood Junior High School.

Recent shop visitors were Sparky Boyd, E. P. Ammons, Ted C. Chitwood and Jim Partney.

The Mud Hops won the men's bowling league with an 84 won-44 lost record. The Flashovers and the Mainliners tied for high team game with a 977. Mike Pesce had the high individual game with a 268; Wayne Groth's 684 was high individual series. Jim Meyer beat out Ewing McKelvey for high individual average in the last game of the season with an average of 179.66. Better luck next year, McKelvey.

The Mile High Railway Club will meet on May 24 at the Caboose Restaurant, Union Station. This will be Ladies' Night and will feature a movie. Everyone come.

A new taxpayer sent the I. R. S. Department 25 cents with a note saying he understood that he could pay his taxes by the quarter.

For every girl who has curves, there are six guys who have angles.

Denver Vets and Auxiliary

By Foyle Troxel

The Denver Vets and Auxiliary enjoyed a delicious potluck dinner on April 25. A big thanks is extended to Grace Chambers for frying the chicken.



After a short business meeting, the Fillup Quartette entertained with Mexican music which was enjoyed very much. George "Chino" Rivera, who plays the bass with the group, is a mechanical laborer at Burnham. (See photo)

The membership drive has been quite successful. Those who have been missed and would like to pay their dues can contact Iva Andrews, secretary. It would be nice to see you all at the meetings. The next meeting will be May 20.

The Potluck Picnic at Anna Duckworth's mountain cabin will be a "good time affair." Everyone come and bring your own table service.

June 19 will be Rio Grande Day at Lakeside Amusement Park. Mark your calendar.

Frank and Wanda Marquiss and Louis and Ruth Heimlick are flying to Hawaii on a spring vacation. Aloha to them!

Provo

By R. R. Rackle

Condolences to the Joseph M. Kader family. Joe passed away April 12. He was a telegrapher and dispatcher.

Pearl A. Vogel passed away and sincere sympathy is extended to her family.

Mrs. R. Rackle visited with her daughter and family at Edmonds, Wash., for a week.

A baby girl is a newcomer at the home of the David Stones. Congratulations!

J. F. Shepherd, Jr., visited his future in-laws down Texas way.

Diane, daughter of Mr. and Mrs. R. Watts, and Gary Averett were married April 30.

Mrs. Shepherd has been hospitalized. Hope she is much improved at this time.

The W. C. Harrisons visited their daughter and family in Washington while on vacation.

Ogden

By Frank Burch

Congratulations to Bill Christman, traffic representative, in being elected as treasurer of the Ogden Transportation Club.

Back from a week's vacation of golfing in the rain is LaMar Hansen, chief clerk.

Congratulations to Mrs. Dee Hemsley, wife of Ogden's relief clerk, who presented him with another tax exemption, bringing the total to seven. Cigars and candy were passed out by the proud father.

Who is making everyone envious by sporting a new Dodge station wagon? None other than "Toots" Furniss, engineer, who plans an extensive tour this summer with his new car and trailer.

Ten

Utah Division

By Fae Woodward

Mary Perry, secretary, has been enjoying the pleasures of a relaxing two-week vacation.

Welcome back to Gwen Puckett who has returned to the Superintendent's Office after being away for a few years.

Evelyn Draves, retired PBX operator, is looking forward to summer and vacation time.

Gene Stone, timekeeper, has had a pinched nerve in his leg which was unpleasant for a few days.

J. A. Greener, superintendent, was one of the unfortunate ones to have caught the flu bug this winter. He seems to be doing just fine now.

Bud Deason and wife enjoyed the company of their daughter and grandchildren from Denver over the Easter holiday.

Salt Lake Vets

By F. C. Krauth

Cliff and Ida Crawford have returned home after a wonderful trip to the Caribbean Islands. A pleasant evening was enjoyed, hearing of this relaxing journey and seeing their pictures.

The Salt Lake Vets are planning a potluck dinner and bingo party to be held on May 21 at the Rail Ops. Credit Union Bldg. Time will be 6:30 p.m. Come and enjoy the dinner and meet your many friends.

June 26 will be Rio Grande Day at Saratoga Resort from 1 to 10 p.m. Plans are being made for this annual event.

Salida Vets

By Mary Cassidy

Spring sets the hearts of the Vets Club officers stirring.

A planning board meeting was held at the home of Rip Heister. Lyle Bratton was chosen president to succeed Jim Allen who resigned. Prospective new board members are L. T. Clark, Norman Morrison, John Sanchez and Jack Paquette.

The next social for railroaders and their wives is a covered-dish dinner and entertainment on May 14.

A gala summer picnic is in the planning stage. Watch for the announcement.

Lyle Bratton, president of the Salida Vets Club, and Charles Troxel, president of the Denver club, along with your scribe, say, "See you at Grand Junction at the Vets Club Convention."

Provo Vets

By Bob Wright

The Provo Vets Club had their potluck party on April 16 with approximately 45 present. They enjoyed a fine dinner and a game of Whisk. Winners were Ida Daniels, Verda Mordue and Wanda Wright for the women and Earl Stupeck, Lawrence Johnson and Frank Mikesell for the men. Appropriate prizes were given to each of the winners.

The next potluck dinner is planned for May 16 at the Provo Utility Building. All are invited to attend the dinners.

Rio Grande Day will be held June 26 at Linden Park, north of Orem on the old highway. The Vets Club will furnish meat and soft drinks. Eating time will be 6:30 p.m. Everyone come and bring your families.

Motor Way

By J. P. Walsh

Denver

Larry and Dora Prescott are proud to announce the engagement of their daughter; Patty Jean, to William H. McGilvray, Jr., who is now serving in the U. S. Air Force as a veterinary specialist at Homestead AFB, Miami, Fla. The couple plan a mid-summer wedding. Larry, sales representative, is on leave from the Motor Way.

After more than 48 years' service with the Rio Grande Motor Way in the Accounting Dept. and as its general auditor and comptroller, Burt S. Adams retired April 30. A farewell party was held in his honor on his last day of work. His fellow employees wish him the best in his retirement.

Gunnison

A farewell party was held at Gunnison to honor Ben C. Eden who retired as terminal manager after 26 years of service.



Left to right, above, are Ralph Turano, executive vice president; Ben C. Eden, Ellen Eden and their grandson, Buffy.

Many of the friends of the Ben Edens attended from Denver as well as Gunnison to wish Ben well in his retirement.

Montrose

Mike, elder son of Ernest O. Sigler, ore driver, was married April 2 to Martha Ann Vance. Both have been students at Manhattan Kansas Bible College.

Butch Webb vacationed early in April, making a trip to Gruver, Texas, to visit their daughter, Dolores, and family. George Barnes replaces him on the dock. Don Topliss reports the completion of a new addition to his home on Spring Creek Blvd. He built a family room with large fireplace and a second bathroom with all the carpentry, plumbing and wiring done by himself.

Congratulations to Robert E. Culver, dockman, and his wife, Beverly, on the arrival of a baby daughter, Kimberly Jo Ann, on April 1. She is the fourth daughter.

Price

Frank DeAngelis, dock foreman at Price since December 1952, retired from service on March 31. All his friends wished him a happy retirement.

West Slope Auxiliary

By Bill Easley

Members of the Ladies Auxiliary entertained their husbands at a special party on April 21. Coffee, cake, nuts and candy were served. Card games played were Pinochle, Rummy and Bridge. There were 28 in attendance and all had a very good time.

The next meeting will be on May 19 at the Public Service Bldg., 8th and Main. Everyone is invited.

Rio Grande

Chief Accountant Retires

By Irv Heartz

Harry C. Johnson, chief accountant, Accounting Dept. at Denver, retired June 1 with 50 years of Rio Grande service.

Johnson, a native of Denver, joined the Rio Grande as a messenger at Burnham in 1921. He subsequently held positions as billing machine operator, asst. bill clerk, voucher billing machine operator, general bookkeeper, bookkeeper and in April 1945 was appointed general bookkeeper. In 1948 he was appointed chief accountant at Denver, a position he held at the time of his retirement.

Coffee and cake were served at a farewell party held at the office. His lovely wife, Mary, was on hand for this momentous occasion. His co-workers presented him with a cash gift.

Future plans are indefinite. His youngest daughter, Chris, will graduate from Marycrest High School in June after which a short vacation trip is contemplated to Las Vegas or the West Coast. Perhaps when he returns he will settle down to a routine of double shots and a beer or two a day at one of the local pubs. The balance of his time will be devoted to his hobbies as auto mechanic, fishing, and general handy man around the house. He has an inclination to establish himself on a part-time basis with one of the local public accounting firms, from which he has had many offers.

All wished Harry the best of everything for the future with the knowledge that he will be missed in the Accounting Dept.



B-N V P to Speak at NARBW Dinner Meeting

The Annual Public Affairs Dinner of the National Association of Railway Business Women will be held on Wednesday, May 19, at the Continental Denver Motor Hotel, Valley Highway and Speer Blvd., Denver.

An "Attitude Adjustment Hour" will be from 5:30 to 6:30 p.m., preceding the dinner. Tickets are \$4.50 per person.

Richard A. Beulke, vice president of the Burlington Northern Railroad, will be the speaker. Subject will be America's Sound Transportation Review Organization (ASTRO), equal rights for all forms of transportation.

Those wishing to attend should contact Iola Murray, Room 200, Union Station, 534-1123, Ext. 388.

Suggestions

Suggestions received for review were as follows:

17618	20630
18767	20702
19597	31185
20594	

For various reasons not adopted:

16266	31188
19976	31191
31111	31227
31186	

Following suggestion was adopted. Employee is requested to send stub to Personnel Office for award.

31216—Recapitulation of Agents Accounts.

The Grande People

By Ann Eckberg

Retirements

Earl A. Barr, Salt Lake City, Locomotive Engineer, 54, Feb. 9, 1970.
Wendelin N. Braun, Pueblo, Switchman, 65, Feb. 25, Sabino Comacho, Denver, Extra Gang Laborer, Jan. 30, Chester C. Creery, Alamosa, Carman, 65, Mar. 1, Rudolph F. Emrich, Denver, Carman, 65, March 7, 1970. Howard R. Fisher, Salt Lake City, Special Agent, 65, March 1.
Cathryn J. Hedges, Denver, Report Clerk, 75, Jan. 17, Laurin E. Jones, Grand Junction, Locomotive Engineer, 68, March 29.
William B. Patterson, Salt Lake City, Switchman, 55, Jan. 22, 1970.
Louis J. Raspet, Pueblo, Recl. Plant Helper, 56, Jan. 12, 1970.
Everett E. Upchurch, Switchman, 50, Jan. 30.

Losses

George A. Allen, Denver, Machinist Helper, 83, April 10, Glen A. Ayres, Salida, Machinist Helper, 67, March 22, Frank W. Brown, Denver, Cook, 79, Feb. 1971.
Walter M. Chindgren, Denver, Clerk - Store Dept., 72, April 4.
Woodrow W. Clinard, Denver, Fireman, 54, April 18, Thomas M. Crites, Pueblo, Carman, 86, March 1971.
Henry E. DeLong, Denver, Conductor, 59, April 9, Abraham L. Grigsby, Salida, B&B Foreman, 73, March 31.
Charles C. Hamilton, Huntington Beach, Loco. Engineer, 75, March 27.
Ray F. Hockett, Leadville, Locomotive Engineer, 79, March 1971.
Joseph M. Kader, Salt Lake City, Leverman, 31, April 12, Archie Larsen, Salt Lake City, B&B Carpenter, 87, March 1971.
David B. Manning, Denver, Switchman, 45, April 13, William G. May, Denver, DC&H Waiter, 92, March 6, Ted O. Murphy, Grand Junction, Conductor, 57, April 14, Walter W. Russel, Canon City, Blacksmith, 81, March 1971.
Sam C. Sangosti, Gunnison, Section Foreman, 81, March 1971.

* * *

One of the pleasures of age is looking back at the girls you didn't wed.

Green Light Commemorative Issue is Available

A special issue of the *Green Light* was published in October, 1970, commemorating Rio Grande's One Hundred Years.

The various items covered in this issue will be of great value in the years to come. Those wishing to obtain a copy of this special edition may do so by remitting \$1.00 in check or money order to cover cost of handling and postage to Editor, *Green Light*, Rio Grande Railroad, P. O. Box 5482, Denver, Colo. 80217.

Editor, *Green Light*
Rio Grande Railroad
P. O. Box 5482
Denver, Colo. 80217

Enclosed please find my check or money order in the amount of \$_____ for _____ copies of Centennial Issue of *Green Light* to:

Name_____
Address_____
City_____ State_____ Zip_____

RECENT APPOINTMENTS

E. H. Brown, District Representative.....Denver
D. O. Cain, Pricing Analyst.....Denver
J. D. Key, Assistant Vice President-Sales and Services.....Denver
C. H. MacDonald, Chief Accountant.....Denver
D. F. Pedersen, Assistant Manager-Pricing.....Denver

Travel Bags Are Offered—Order Now!

The Silverton Travel Bag, featuring Rio Grande's popular narrow gauge train and locomotive 473, is being offered for sale by the System Veterans' Clubs. This utility travel bag is white vinyl, trimmed in black, 14½ in. long, 9½ in. high, 6¼ in. wide, zipper top opening, regular handles, side pocket, artwork and lettering in gold and black, \$2.25 each plus 50 cents postage.

Send check or money order to:

Rio Grande Veterans' Club
Denver & Rio Grande Western Railroad
P. O. Box 5482, Denver, Colo. 80217

Please send me _____ travel bags at \$2.25 each plus 50 cents postage to:

Name_____

Address_____

City_____

State_____ Zip_____

Check or money order in the amount of \$_____ is enclosed.

How would you like to do 40% of the work for only 14% of the pay?

Last year the railroads hauled more freight than all of the trucks and barges and airlines combined.

This adds up to 1,476,500,000 tons of not only coal and iron ore and chemicals, but oranges, canned peas and round steak. The public too often thinks of railroads carrying only heavy bulk commodities, and not relating everyday staples to rail transportation.

"But we must remember," the Secretary of Transportation said recently, "that those goods are shipped in bulk at vital stages of their manufacture or processing, and that without the mass movement capabilities of our railroad system . . . shopping bags could soon be empty."

Of the overwhelming number of products that are delivered finally by truck, rails play an indispensable role in their earlier movement and distribution.

The very fact that last year 3,487,668 trailers travelled piggyback on rail cars attests to the tremendous importance of a smooth, integrated, intermodal system of transportation.

For doing their 41.1 per cent part in meeting our transportation needs, the railroads received 14.1 per cent of the pay. But the fact that we pay far less to ship by rail than by other modes is not the problem. The railroads are proud to provide a dramatically economical way to ship. The problem is they lack the freedom to apply these eco-

mies intelligently to changing needs and situations.

The rules governing one part of our transportation system differ in concept and application from rules governing another.

Today's railroads are forced to operate under a concept of restraints that dates back to the 1870's.

These cumbersome and complex federal regulations are further complicated by overlapping state regulations.

There is no freedom for railroads to raise rates where rising costs have made it necessary.

There is no freedom for railroads to lower rates where possible.

There is no freedom for experimentation to streamline the rail system to operate efficiently within our modern day competitive economy, for its own health and that of our economy.

But there is a railroad crisis.

And it is a crisis that burdens every consumer with high cost and inefficient transportation.

It is a crisis perpetuated by laws that treat the railroads as a 19th century monopoly, rather than part of a 20th century intermodal transportation system.

The President himself has stated in his Economic Report to Congress that these laws are no longer justified.

It is time to end the crisis.

This message on behalf of Americans and their railroads is a public service effort of **Pullman-Standard**, a Division of Pullman Incorporated, serving America's transportation industry with highway, rail, and intermodal equipment. Reprints are available free by writing Pullman-Standard Division, Pullman Incorporated, 200 South Michigan Avenue, Chicago, Illinois 60604.



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